

meeting.



TO STORE-KEEPERS

If economy and good light combined are what you are looking for, we can supply you. At the present time we are making a special effort to secure your business. Ring up phone 123 and we will give you full particulars.

B. C. Electric Railway Co.,
35 YATES STREET.

C. P. R. TRAFFIC.

Increase Shown Over Same Period Last Year.

Montreal, Feb. 24.—(Special).—C. P. R. traffic receipts for the week ending February 21 are \$857,000, for the same week last year they were \$592,000.

BLOCK SOLD.

Vancouver Hardware Firm Makes a Purchase.

Vancouver, B. C., Feb. 24.—(Special).—The prior block here has been bought by Wood, Vallance & Leggett to be used as a whole hardware establishment.

TWO OF A KIND.

Vancouver Liberals Want to Start Rival Association.

Vancouver, Feb. 24.—(Special).—There is a movement on foot to form a second Liberal Association. A meeting was held last night of the dissenting Liberals for the purpose. Definite action was deferred.

PERSONATORS SENTENCED.

More of the Men Who Voted Wrongly on Referendum.

Ottawa, Feb. 24.—(Special).—Judge Deacon today sentenced John B. Hollingsworth, veterinary surgeon, to six months imprisonment in the county jail and a \$200 fine for voting more than once on the referendum in December.

Toronto, Feb. 24.—Sentence of one year's imprisonment was imposed today on Joe. Omelia and David Cohn, for personating on the referendum.

Neither man appears to be supposed both have gone to the United States.

COLIMA IN ERUPTION.

Volcano in Old Mexico Has Become Active.

Mexico City, Feb. 24.—At 5:15 o'clock this evening the most violent eruption of Colima volcano, which has occurred in years took place. At 2:26 p.m. there was a severe earthquake shock at Tuxpan, and a heavy fall of smoke hangs over the entire vicinity. Both Ciudad and Tuxpan are near the volcano.

News of a violent eruption last Saturday of the volcano of Colima is confirmed. The eruption was violent and startling, but not more so than that of former years. Much alarm was felt by those in the vicinity at the time.

At first it was believed that the top of the mountain had been blown off. Today's advices report the volcano inactive, but it is feared that it may burst forth again. There are many Americans in the vicinity.

WORK AT SIDNEY.

Preparations Being Made for Starting Saw Mill—New Buildings.

Sidney, Feb. 24.—Mr. Matteson, superintendent of the saw mill, has the sites cleared of brush for the erection of a drying kiln and planing mill. The large smoke stack, which has been undergoing repairs, will be completed this week, and the engine will be ready to move next week.

The government have a raft of poles for the ferry landing. A large house will be made with the poles already on the ground for the mill.

Bicycle riding has commenced, the roads being in splendid condition. Mrs. Chas. A. Parrott, Mrs. Robins, and Mrs. Shumway are recent arrivals at Sidney, and will become permanent residents.

A number of cottages and a large boarding house for the accommodation of the workmen. M. A. Thomas and bride of Victoria have been spending a few days visiting Mrs. D. John.

Preparations are being made for spring work. Gardening and spraying the fruit trees will soon be in full operation. Some have already commenced.

A cargo of potatoes is being shipped by John Brethour today.

SNOWBOUND TRAINS.

Still Unable to Move in Newfoundland.

St. John's, Nfld., Feb. 24.—The belated express trains are again snowbound. One train after making 60 miles in the direction of St. John's, found further progress impossible, and was sent back 10 miles to a divisional point, where supplies of food and coal are stored, which will enable it to remain a long period without causing anxiety.

The other train, on the Western side of the plateau, in the middle territory, was unable to retreat to the settlement of Bay of Islands, as had been planned yesterday. A working train with two engines and a crew of fifty men, carrying provisions, started last night in an attempt to cut the express clear and keep those aboard in provisions. Meanwhile the other sections of the road are also blocked, but as no trains are moving on them, there is no cause for anxiety, except in the fact that the greater part of the island is cut off from St. John's.

The first mail into the colony for nearly a fortnight, consisting of 400 bags of British, United States and Canadian mail, arrived tonight by steamer Danvers from Halifax. The mails lay at Sydney four weeks, awaiting the steamer Bruce, which, however, was frozen in the ice floes in the Gulf of St. Lawrence. They were then sent to Halifax and brought here by the steamer Demara.

To CURE A COLD IN ONE DAY. Take laxative Bromo-Quinine Tablets. This signature on the box. 25c.

MARTELL'S

THREE STAR

BRANDY

OF ALL WINE AND SPIRIT MERCHANTS.

AT ALL BARS AND RESTAURANTS

Deserters From The Geneva

Four Reached Shore and Three Are Believed to Be Drowned.

Carrier Dove Puts into Honolulu After Trying Voyage --The Sadie Turpel.

Later advices received from Honolulu state that four of the seven deserters of the sailing schooner Geneva who left the vessel when she was off Oahu, the Western side, was said to have been drowned, and the other three are believed to have been drowned. According to the advices received here on Saturday, Frank Hutcherson, whose father was drowned, and according to a Honolulu dispatch received by a San Francisco paper, it is not certain who were lost and who reached the shore. Seven deserters, however, were said to have been drowned, but according to a Honolulu dispatch received by a San Francisco paper, it is not certain who were lost and who reached the shore. Seven deserters, however, were said to have been drowned, but according to a Honolulu dispatch received by a San Francisco paper, it is not certain who were lost and who reached the shore.

Four men were seen to coast along the shore, but their names were not given, but the cables sent from Honolulu. It is said that three were drowned, but their names are not given. The men who left the schooner were Frank Hutcherson, George Dopman, J. Gillis, James Bryant, James Kelley, James Davis and George Hutton.

Capt. Jones telegraphed to the Sealing Co. of the schooner, and his arrival at the islands, but he said nothing in his messages regarding the deserters. The main boat had been carried away, and the captain wired for money to make repairs.

HAD ROUGH VOYAGE. Carrier Dove, Bound to Vancouver at Honolulu in Distress.

The schooner Carrier Dove, which is bound to Vancouver to load lumber, arrived at Honolulu on February 14 from Biera, South Africa. The Carrier Dove put into the island port in distress, and reported the loss of two men, and the sickness of three others, which left the vessel without men to work her. She left Biera November 18. Two days later G. Macera, one of the sailors, was suddenly become insane and jumped overboard. A boat was lowered and he was rescued, just as a shark was turning to devour him, but he died two hours after being brought ashore.

On January 16 M. S. Anderson, the carpenter, was thrown from the rigging into the sea by a sudden lurch of the vessel. A boat was lowered, but he was not seen, and was supposed to be lost.

MARINE NOTES. The tug Lorne went to the scene of the stranding of the sailing schooner Sadie Turpel at Esquimalt Ingon, and it was expected that the schooner would be floated at an early hour this morning.

SPORTING NOTES. ATHLETICS. Great preparations have been made for the athletic exhibition to be given this evening by the V. A. C. in their gymnasium, on Port Street. Everything has been done to provide for the comfort of the spectators, in the way of seating arrangements, lighting and heating. Neither time nor expense has been spared by the club so as to be able to live up to the standard they have already set, and to excel if possible.

The programme will consist of club swinging, spring board exhibitions and boxing. The feature of the evening will be the 10-round boxing contest between Hill of H. M. S. Virago and Collier Hill of Victoria. The former has had the advantage of some very hard training with Tommy Gainen, who holds the championship middleweight of the Pacific station, and is in the pink of condition. Hill is known to be a game as well as a scientific boxer, with lots of staying power, being as quick as a flash on his pins. Hill has also been putting in some hard work with different men at the V. A. C. and feels confident of being able to add another victory to his numerous collection of laurels. The next event that will prove to be exciting as well as interesting, will be the three-round bout between A. Baynton and Mellor. The already stated in this paper, they met last fall, and the decision was given to the former. The latter seems to think he made some mistake at that meeting, which he does not intend to repeat on this occasion. Both have been in training for some time, and experts in the art of boxing say that it is certain the three rounds will be hot and heavy while they last. The two boys are both well known and have a reputation of being fast and skilful boxers, and will also give a three-round exhibition.

The junior end of the club will be opened in the ring by the two Braden brothers, who are only 10 years old, but will prove tonight to anyone who witnesses the bout, that these youngsters know how to handle their mits. These boxing contests will be kept free from rough play, and will be conducted and judged strictly by the Queensberry rules. The entertainment will begin at 8 o'clock sharp, and all those who intend going are advised to go early so as to be able to procure good seats, as the accommodation is limited, and so many people have expressed their intention of going, that it is a foregone conclusion that the V. A. C. will have a crowded house.

BASKETBALL. The announcement in an evening paper of yesterday of a match between the Fifth Regiment and Victoria West basketball teams at the Drill hall on Saturday evening, is incorrect, as the J. B. A. A. have made arrangements to play on that date, and also have made arrangements with Bandmaster Finn.

HANDBALL. Following are the results of the match between the Royal Engineers and the woods, in the J. B. A. A. open tournament last night: Doubles—Collins and Jones (R. E.) beat Winch and Gallop (Ferrywood), 21-12, 16-21, 21-0. Singles—Brown (R. E.) beat Macdonald (Ferrywood), 21-8, 21-15; R. E. Jones (R. E.) beat Peden (Ferrywood), 21-20, 21-18; Collins (R. E.) beat Winch (Ferrywood), 21-13, 21-5.

YACHTING. Bristol, R. I., Feb. 24.—The new cup yacht is growing rapidly. Today the upper portion of the steel was fastened in place. The mainsail, which is now completed in the shops, has a length that will exceed that of the previous yachts.

AN ADAPTED FOOD for infants is a scientifically prepared cow's milk—just the right percentage of fats and proteins. For forty-five years Borden's Eagle Brand Condensed Milk has been the leading infant food of the world. Use it in tea and coffee. Price 15c. per can.

Mrs. Brown—"What is sea food, John?" Mr. Brown—"Wah, sea food, my dear, is the kind that makes people sick when on the sea."—Yonkers Statesman.

NATIVE SONS.

Installation of Officers and Banquet Held Last Night.

The annual installation of the officers of Post No. 1, Native Sons of British Columbia, was held last night at K. of P. hall, followed by a banquet, at which the native-born had a most enjoyable time, song, speech and story enlivening the evening, after the good things had been eaten.

The officers were installed by District Deputy Sam Sea, Jr. Those installed were: P. C. factor, J. E. Wilson, chief factor, Thos. Watson; first vice-factor, W. H. Langley; second vice-factor, Geo. W. Ross; honorary treasurer, J. McTavish; recording secretary, A. E. Haynes; financial secretary, E. P. Johnston; auditor, A. Wolfenden; inside sentinel, Samuel Pollock; outside sentinel, J. Samuel Pollock; committee of management, G. H. Barnard, S. Sea, Jr., Jns. Fletcher, L. J. Quagliotti, F. Adams.

CONTRIBUTIONS TO HEY FUND

Aid For the Chinese Boy Who Was Maimed By a Street Car.

The Colonist acknowledges the receipt of the following donations for the benefit of the Chinese boy, Hey, who was maimed by a street car, through the action of a number of white boys who were chasing him.

His right leg has been amputated below the knee and his left foot is so badly crushed that he is crippled for life. He is still in the Jubilee hospital, and is progressing favorably, but it will be some time before he will be in condition to be discharged.

Previously acknowledged: \$430.00 Henry Ward, 2.50 \$441.50

INWARD AND OUTWARD. The inward effects of humors are worse than the outward. They weaken all the organs, inflame the mucous membrane, cause catarrh trouble, and endanger the whole system.

Hood's Sarsaparilla eradicates all humors and cures all their effects. It is the great alterative and tonic medicine whose merit has been everywhere established. Accept no substitute.

The Comic Opera "A Chinese Fete."

TO BE PRESENTED BY REQUEST OF THE

B.C. Mining Association

AT A. O. U. W. HALL ON THURSDAY, FEB. 26th; FRIDAY, FEB. 27th.

MATINEE ON FRIDAY. Tickets for Thursday evening, \$1.00; Friday matinee, 50c. and 25c.

VICTORIA THEATRE. THURSDAY EVENING, FEB. 26th.

LECTURE BY—**Carol Norton, C. S. D.** Of New York City.

A member of the Christian Science Board of Lectureship, of the First Church of Christ, Scientist, in Boston, Mass.

SUBJECT: "THE TEACHING OF CHRISTIAN SCIENCE." Lecture at 8 o'clock. Admission free.

OUR CURRENT WEEKLY contains a special article upon

MEXICAN CENTRAL Issued free upon request. Also "A Glimpse of Wall St. and Its Markets."

JACOB BERRY & CO. Members: New York Consolidated Stock Exchange; New York Produce Exchange. Established 1865, 82 St. Francis Xavier Street, Montreal.

New York, Philadelphia, Hartford, Boston. Information on financial matters gladly furnished.

THE VICTORIA NO. 2 BUILDING SOCIETY. The first Drawing for an Appropriation takes place in MARCH NEXT.

Do you want to participate? Well, \$3.25 per share allows you to do so. The money will be on hand. We don't keep you waiting.

NO BACK DUES. NO FINE OF 10 PER CENT if you want to sell your drawing. Office of the Society, 15 Truncheon Avenue. A. ST. G. PLYN, Secretary.

Notice is hereby given that I intend to apply to the Board of Licensing Commissioners at their next sitting as a Licensing Agent, for a transfer of my license for the sale of wines and liquors by retail, upon the premises situate on south side of Yates street, in the City of Victoria, and known as the Dawson Hotel, to Peter Steele.

Dated this 24th day of February, 1903. WILLIAM JENSEN, By his Attorneys in Fact, The B. C. Land and Investment Agency, Ltd. Per C. A. HOLLAND, Mgr.

RIPANS R-I-P-A-N-S Tabules Doctors find A good prescription For mankind.

The B-cant packet is enough for an ordinary occasion. The family bottle (price 60 cents) contains a supply for a year.

Mrs. Brown—"What is sea food, John?" Mr. Brown—"Wah, sea food, my dear, is the kind that makes people sick when on the sea."—Yonkers Statesman.

100 Doses For One Dollar

Economy in medicine must be measured by two things—cost and effect. It cannot be measured by either alone. It is greatest in that medicine that does the most for the money—that radically and permanently cures at the least expense. That medicine is

Hood's Sarsaparilla It purifies and enriches the blood, cures pimples, eczema and all eruptions, tired, languid feelings, loss of appetite and general debility.

"I could not eat nor sleep nor do my housework. A neighbor presented me with a bottle of Hood's Sarsaparilla. It helped me right away. There is no better medicine. Two bottles completely cured me." Mrs. A. E. Russell, Pittsburg, St. Belle, Ont.

Hood's Sarsaparilla promises to cure and keeps the promise.

MARRIED. CARR — LAKIN — At Christ Church cathedral, on the 24th inst., by Rev. Canon Beaudry, George Sidney, eldest son of George Philip Carr, of Walsall, Staffordshire, England, to Minnie Sarah, eldest daughter of the late Frank Lakin, of Leicester, England, at 4:30 p. m.

MONUMENTS BE SURE TO Get Stewart's Prices on Monuments, Cemetery Coping, Imported Scotch Granite Monuments, etc., before purchasing elsewhere. Nothing but first-class stock and workmanship.

Corner Yates and Blanchard Streets

THOS. C. SORBY ARCHITECT. FIVE SISTERS BLOCK. Corner Fort Street.

Notice is hereby given that I intend to apply to the Board of Licensing Commissioners at their next sitting as a Licensing Agent, for a transfer of my license for the sale of wines and liquors by retail, upon the premises situate on the Southwest corner of Douglas and View streets, Victoria, B. C., and known as the Victoria Theatre Building, to John Henry Gosnell.

By his authorized agent, H. GRIEVE, II. M. GRAHAM, Dated this 23rd day of February, 1903, Victoria, B. C.

NOTICE. Notice is hereby given that at the next session of the Legislative Assembly of British Columbia, application will be made by the Victoria & Esquimalt Telephone Company, Limited, for an Act to amend the Act incorporating the said Company, among other things, to increase its capital stock and borrowing powers, and to purchase, lease, or otherwise acquire the property, franchises, rights and powers of any other Company, having similar objects to the said Company.

R. McMICKEY, Manager for Applicant.

In the Supreme Court of British Columbia, the Matter of the Lenora-Mount Slide or Copper Mining Company, Limited, Non-Perpetual Liability, and in the Matter of the Winding-Up Act and Amending Acts.

The Honourable Mr. Justice Irving has by an order dated the 16th day of December, A. D. 1902, appointed John Samuel Henry Matson of the McGregor Block, in the City of Victoria, to be official liquidator of the above-named Company.

Dated the 18th day of December, A. D. 1902. B. H. TYRWHITTE DRAKE, Registrar.

BREEDERS ATTENTION The Dairyman's Live Stock Association has been pleased to elect me as its Secretary for the year 1903, and I shall at once arrange for a shipment of breeding stock from the East, and I am now prepared to accept orders and quote prices and give such other information as will ensure getting good serviceable stock at reasonable prices.

It will be my earnest endeavor to give the same satisfaction to the patrons of the Association in the future as I have during the past year. Any person wanting stock out in this car who have already purchased can do so by applying for space on or before the 1st of March. Address all communications to L. W. PAISLEY, Secy. Treas. of the Dairyman's Live Stock Association of B. C. Chilliwack.

CORDWOOD AND STOVEWOOD Truck, Dray and General Teaming Done. Office—21 Cormorant Street. Residence—17 Pine Street, Victoria West. Telephone 426. J. E. PAINTER

Ladies' Hair Dressing Parlors Soap treatment, shampooing, face massage, hair dressing, a large stock of wigs and switches always on hand. Combing made up into any style. Country orders promptly attended to. Wigs for hire.

Mrs. C. Kosiob 55 Douglas Street, (near Fort).

PENBERTHY Automatic and Auto-Lube Oil and Grease Cans; Gage, etc. STATION WRENCHES. Vulcan Chain Tongs, Combination, ENGINEERS' SUPPLIES. Kept in Stock and for Sale Wholesale and Retail.

MARINE IRON WORKS Res. Tel. 100. ANDREW GRAY, Prop. Works Tel. 481. 30 Douglas Street, VICTORIA, B. C.

Money to Lend. At low rates, in large or small amounts. E. C. B. BAGSHAW, Real Estate, Insurance Agent, Tel. No. 190. 18 Truncheon Ave.

Japanese New Goods. Just Received, ORIENTAL BAZAAR, 30 Douglas Street, YOKOHAMA BAZAAR.

FUJI RESTAURANT AND CHOP HOUSE. Best 15c. meal in Victoria. We are here to stay. We invite your patronage. Japanese, C. Mijaguchi, Proprietor, 7 Johnson Street, Victoria, B. C.

Builders' Hardware, Mechanics' Tools, Iron and Steel, Pipe and Fittings, Brass Goods for Steam and Water, Garden Hose, Belting, Agricultural Implements and Vehicles.

E. G. PRIOR & CO., LTD., VICTORIA. Branch Stores at Vancouver and Kamloops.

THE WESTSIDE VICTORIA'S POPULAR STORE... FEBRUARY 25, 1903

NEW SPRING CLOTHS For Tailor-Made Costumes

A magnificent collection of New Spring Cloths suitable for Tailor Made Costumes will attract universal attention in the Dress Department of the Westside today. Dame Fashion says that the Tailor Made Suit is the correct thing for present wear, and this gathering of rich materials have a degree of excellence and dignity which belongs to High Class Goods.

New Costume Cloths. NEW VENETIAN CLOTH, special for Tailor-Made Costumes, in colors Cardinal, Grey, Brown, Fawn, Han, Royal, Navy, Reseda, Myrtle and Black. Superior quality \$1.00 SPECIAL PRICE TODAY

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NEW COSTUME CLOTH, for Ladies' Tailor-Made Costumes in all the newest shades of Old Rose, Gov. Brown, Royal, Tan, Fawn, Purple, Reseda, Mauve, Myrtle, Green, Cardinal and Black; thoroughly shrunken, and special finish. 46 inches wide. SPECIAL PRICE TODAY \$1.25

New Homespun Suitings. NEW STRIPED HOMESPUN, 54 inches wide, are very effective and make very smart street costumes. SPECIAL PRICE TODAY \$1.25 Dressmaking Up-to-date.

Our Dressmaking Department has been entirely reorganized for this season, and is now in full operation. Each branch of this important department is now made the charge of a thoroughly experienced expert who has made a special study of her particular branch of Dressmaking. We have also been enabled to procure the services of a scientific expert cutter and designer from San Francisco. Customers under this backed by the guarantee of The Westside.

MAIL ORDERS CAREFULLY FILLED.

The Hutcheson Company, Ltd., Victoria, B. C.

A New Battleship The latest British battle ship, the Majestic, is said to be, in the thickness of her armor and the power of her guns, the most powerful ship in the British navy. So with the great Steel and Malleable Iron Range Malleable. Its armor is of steel, its plates are of malleable, and all other parts are the heaviest and strongest. It is pronounced by all users the most powerful range on the American Continent, and it moves rapidly forward, conquering all opposition. It is ready at all times to not to kill, but to feed the hungry and give baths to the needy.

Geo. Powell & Co. CHEAPSIDE Agent, 127 Government Street.

The Hinton Electric Co., Ltd. 62 Government Street.

ELECTRIC APPARATUS & IRON SUPPLIES Selling Agents—CANADIAN GENERAL ELECTRIC COMPANY, LIMITED. CANADA FOUNDRY COMPANY, LIMITED.

Albion Iron Works Co., Ltd. ARE NOW OFFERING THEIR LARGE VARIETY OF

Stoves and Ranges AT WHOLESALE PRICES.

Don't buy an Imported Stove when you can buy the Home-made Article for less money. A call at their store-rooms on Store Street and Pembroke Street will convince you.

PLATING In all its Branches is now executed by Competent Workmen.

E. G. PRIOR & CO., LD. LTY. ESTABLISHED 1859.

We have a full line of the following goods at the right prices; give us a call if in need of anything in our line.

Builders' Hardware, Mechanics' Tools, Iron and Steel, Pipe and Fittings, Brass Goods for Steam and Water, Garden Hose, Belting, Agricultural Implements and Vehicles.

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New Homespun Suitings. NEW STRIPED HOMESPUN, 54 inches wide, are very effective and make very smart street costumes. SPECIAL PRICE TODAY \$1.25 Dressmaking Up-to-date.

Insist upon having the best Tea and if your Grocer has your interests at heart he will give you Blue Ribbon.

Voters League In Session

Resolution Passed Favoring Appointment of Board of Harbor Commissioners.

Interesting Report With Suggested Rearrangement of Civic Offices.

The Voters' League held a very interesting session yesterday evening. Mr. Sorby's proposal to urge the appointment of a Board of Harbor Commissioners was heartily endorsed, and an important report was submitted from the committee appointed to suggest a rearrangement of the municipal offices.

South Shakespeare was voted to the chair. The minutes of the previous meeting were read and adopted.

Senator Macdonald, as a notice of motion, forwarded the following communication:

That as voters and citizens it is our duty to consider in a reasonable businesslike manner the various railway charters now before the country, and which of them should receive the first consideration, and our undivided support. The prospect of a line of railway stretching from Montreal and Toronto through the fertile plains of the Northwest, and the Rocky Mountains to the Inlet, thence by ferry to near Seymour Narrows, then on to Victoria, was hailed with great satisfaction by the people of Victoria.

To this scheme an all-Canadian route with its Western terminus at Victoria, the Provincial Government is committed, by an act passed last session of the legislature, the Edmonton, Yukon, and Pacific Railway is to receive for construction of the railway from Bute Inlet to Yellow Head, and the Eastern boundary of the province—for 480 miles, a subsidy of \$5,000 per mile, in all \$2,400,000.

The Victoria and Seymour Narrows Railway Company is to receive for construction of a railway from Victoria via Nanaimo and Alberni to a point at near Seymour Narrows, and establish from there a steam ferry to a point on the Mainland at or near Bute Inlet—for 150 miles, a subsidy of \$5,000 per mile—in all \$750,000.

These two companies are virtually one and the same, the Edmonton, Yukon & Pacific Company is to be bound to carry out the obligations of the Victoria and Seymour Narrows Company.

The subsidies to these companies come to \$3,150,000. Taking into consideration the portions of the province to which such railways will give access, and the facilities they will afford for mining, lumbering, and agriculture, together with the commercial advantages to Victoria, and the other Coast cities, it is the duty of the league, and of all citizens from Victoria to Cariboo to give all the support and assistance possible to the Provincial Government

by strengthening its hands to carry this great work—an all-Canadian railway—to a successful termination.

The Imperial Pacific Railway Company was incorporated two years ago with power to construct a railway from Victoria to Seymour Narrows, thence by Bute Inlet and Yellow Head to the Eastern boundary of the province. The intention of this company is not known. The Comox & Cape Scott Railway Company have a charter to construct a railway from Wellington to Cape Scott, about 250 miles, and in the event of its proceeding with the work, the company is entitled to a subsidy of \$4,000 per mile, in all \$1,000,000. This company by uniting with the Victoria and Seymour Narrows Company to construct one line from Wellington to Seymour Narrows could construct at half cost to each.

Next in importance to the Yellow Head, Bute Inlet and Seymour Narrows line comes the Coast-Kootenay Railway, to construct from Vancouver to Midway in the Boundary district, and South of the Fraser river through Delta and Surrey to the mouth of the Fraser river connecting with a suitable ferry with Vancouver Island, giving speedily and cheaply a route between the city of Victoria, and maintaining a first class service between the Mainland and Victoria—for which the province gives a subsidy for 150 miles of \$4,500 per mile—in all \$675,000.

The Midway and Vernon Railway Company, with a subsidy of \$5,000 per mile for 150 miles—in all \$750,000, to construct between these two points, this would complete a circle from Midway back to the Coast, opening another avenue of commerce with Victoria.

The Kootenai and Hazelton Railway Company has a subsidy of \$5,000 per mile for 135 miles for a railway between these two places, a very important as part of an all-Canadian route to the Yukon, avoiding the delays and annoyances of custom house regulations.

There are other railways to which subsidies are promised, of which time will not permit of special mention. The province is now liable in round numbers for about six millions of dollars for railways. That, with two of the most important of these railways under construction, terminating ultimately in Victoria, the people should realize that much is in a fair way to be accomplished. All should fully and clearly understand that the credit of the province is limited, and that its revenue will be charged to the full to meet its obligations, and on the large amounts borrowed already and to be borrowed.

The paper will be discussed at a subsequent meeting.

Mr. J. G. Grant gave the following notice of motion:

At the next meeting of this League I will move as follows: Whereas the city of Victoria has given notice that it intends to apply for a special charter, and whereas the city of Vancouver, operating under a similar charter, has found it disadvantageous and expensive; Therefore be it resolved, that in the opinion of this League the said application for charter should be deferred until the combined legislative committee of the cities of Victoria and Vancouver make an effort to amend the Municipal Act by readjustment of the classification of municipalities to admit of all the cities, towns and districts of B. C. obtaining a uniform status according to their class under the General Municipal Act.

Mr. Sorby said the Council had decided not to apply for a charter.

Mr. Grant thought it would be well to discuss the matter in any event.

The committee on suggested reforms in municipal management reported as follows:

Gentlemen,—In pursuance of request, your committee appointed to prepare a suggestive report on the question of reform in municipal management, after much discussion in the League and very careful study and deliberation, beg to report and offer suggestions as follows:

We think that the whole system might with advantage be put under two main heads, each of whom should be held responsible for their respective departments, and might be styled commissioners or the less pretentious names of "City Clerk," and "City Engineer." The City Clerk should carry full charge of the general office, seeing to the performance of all initial or preliminary legal work that might be required, saving a stenographer and typewriter to aid in recording minutes, conducting correspondence, etc. All other work, including the writing and copying of bills and other clerical work arising therefrom, to be performed by such junior help as required.

The City Engineer would be entrusted with and held responsible for all public works, and for the more effectually carrying out the duties, the work might be arranged under three heads with a competent person over each—say (1) head of waterworks and sewers; (2) head of electric light and gas; and (3) head of roads, bridges, culverts, sidewalks, surface drains, etc., and in his office the first assistant should be a capable draughtsman, capable of making quantities, make and check estimates and other etc., pertaining to that department and being done by such junior help as needed.

The assessments might be made by some competent valuator who should be employed early in the year to revise the values the clerical work being done in the City Clerk's office, and after substantiating his values before the Council of Revision, his duties would end for the year, being paid a lump sum therefor.

The duties of Auditor should either be performed by a government official or two independent persons elected by a vote of the people, and it would be the duty of the Auditor or Auditors to go into the office at any time to check the cash, certify a trial balance, say monthly, see that all expenditures are properly made and vouchered and certify a yearly balance sheet.

The Mayor and Aldermen being duly elected by the vote of the people, their duties should be of a directorial character, being divided into committees for the better carrying out of their work, and each committee being carried out by the respective persons under whose delegated authority it should come, subject, of course, to the Council, whose duty it shall be to decide all questions of work and expenditure. It is hoped that such rearrangement would lighten the Aldermen's work as reasonably make it an honorary body. The position of Mayor should also be honorary, although he should be allowed a liberal sum for entertaining.

Although other matters of detail might be enumerated, yet your committee consider that the leading features have been touched upon in the foregoing remarks, but it would be impossible to compile without emphasizing the importance of urging that whenever a bylaw for the expenditure of money is to be referred to the people, a full and complete description of the purpose for which the money is required and the plan of its expenditure should be made part of the bylaw, and in cases where works of construction are to be carried out, the completed plans and specifications should be made part of the bylaw.

The report was laid on the table.

Mr. T. G. Sorby in moving his motion regarding Victoria harbor management, mentioned the origin of his scheme for harbor improvement and how necessary it was that something should be done in that direction. He had been told that one steamship company had been prevented in recent weeks from putting on a line of steamers on the Sound run owing to inadequate depth of water. The amount of water in the harbor navigable for commercial purposes was very small. The growth of the shipping trade in Victoria rendered it absolutely necessary that something should be done in the way of harbor improvement, and a phase of the matter which ought to receive consideration was the fact that any railway company which made Victoria its terminus would at once insist upon better harbor facilities or else go elsewhere. He recited what had been done by other ports in the way of harbor improvement and care by a harbor board, which he now advocated appointed. In Quebec there were nine commissioners, holding office for a term of three years. At Ottawa he had pressed for the appointment of a Board of Harbor Commissioners for Victoria. The terms on which the application was made was as follows:

1. An Act to incorporate a Board of Commissioners, three to be appointed by the government, the Mayor of the city (ex-officio) and one representative of the Board of Trade or shipping interest.
2. The Commissioners to have power to take up and inquire into the whole question of such harbor improvements as may be for the general advantage of Canada, to take expert and other evidence, report and submit suggestions to the government, and to have the government to meet the necessary expenses incidental to the foregoing inquiry.
3. An adequate appropriation to be made by the government to meet the necessary expenses incidental to the foregoing inquiry.
4. The Harbor Commissioners to have power to appoint such temporary officers as may be necessary for the carrying out the objects of the Act, and to pay reasonable costs and charges out of the funds placed at their disposal.

The league on a former occasion had taken action during the visit of Col. Anderson in the passing of a resolution.

The next step was to again urge upon the Government the necessity of appointing a harbor board. What the latter would do might be summed up as follows:

THE OBJECTS OF THE BOARD.

1. To take evidence as to the present state of the harbor of Victoria, its sufficiency or insufficiency to meet the growing demands of the commerce of the port.
2. To prepare plans and charts of the harbor as existing, including all the surrounding properties to the streets and wharves, and also of the Indian reserve, to the nature of the bottom to a datum line of 20 feet below ordinary low water level.
3. To prepare plans of such improvements as the Board may, after matured consideration, deem necessary to provide for the commerce of the port and for the general advantage of Canada.
4. To estimate the cost thereof and the probable revenue to be derived therefrom.
5. To report their conclusions to the proper departments of the government at Ottawa.

The full powers of the Act shall not be operative without an Order in Council.

Mr. Sorby then moved the following resolution, seconded by Mr. Clements: That the League appoint a delegation to confer with the Mayor and Council, the Council of the Board of Trade, and that of the Chamber of Commerce, with a view to urging upon the Dominion government the necessity of incorporating a Board of Harbor Commissioners for the port of Victoria, similar, as to powers and jurisdiction, to those already existing at Montreal, Quebec and other ports, as being a public work for the general advantage of Canada.

Mr. Martin, representing the Shipmasters' Association of Victoria, favored the plan outlined by Mr. Sorby. He would report the matter to his association.

Mr. Pierson thought harbor improvements were of the greatest importance to Victoria, which now ranked second in Canada in the mercantile trade.

Mr. Grant thought that better harbor accommodation was badly needed. When the Indian reserve question had been settled much good foreshore would be available for lockage purposes. He thought something could be done by

united action by public bodies.

Mr. Morley thought Mr. Sorby was entitled to a great deal of credit for the enormous amount of work he had done on the question of harbor improvement.

C. Beaven did not think there was a deficiency of harbor accommodation. There were ample dockage facilities at the Outer wharf. However, the money coming from for harbor improvements? The inner harbor would always be unsuitable for large boats. If it were not for the docks at the Outer harbor the large steamers could not dock at all.

Mr. Laird said Victoria would not be asked to be paid one dollar by the proposition which Mr. Sorby had just brought forward. As regards the business of the harbor, it would be greatly increased if the harbor facilities were better. The largest steamers afloat could dock in the harbor by being warped. The question was, did they want the harbor improved or not? He thought they did and would support Mr. Sorby in his effort to have a board of commissioners appointed.

Mr. Clements thought Mr. Sorby's motion was a very simple one, and an excellent one—the appointment of a board of commissioners to supervise the work of improvements which would be undertaken in the near future.

Mr. Loughton also spoke in support of the motion, which was carried unanimously. The delegation was named as follows: Messrs. Redfern, Moberly, Grant, Laird and Sorby.

It was decided that the question of arranging an agricultural exhibition this year should take precedence at the next meeting of the league.

The meeting then adjourned.

Myer—"Mecker's wife buys all his ties for him. What do you think of her taste?" Gyer—"Not much; but I admire Mecker's nerve in wearing them."—Chicago Daily News.

FREE! LADIES! send name and address and you will receive a sample of SLOCUM'S COMPOUND.

PENNYROYAL TEA. Every woman should use it. Use according to directions of ladies' aid societies by all druggists, or direct, THE T. A. SLOCUM CHEMICAL CO. TORONTO, CAN.

Chamberlain's Cough Remedy

This preparation is intended especially for coughs, colds, croup, whooping cough and influenza and has become famous for its cures of these diseases over a large part of the civilized world.

It can always be depended upon and is pleasant to take.

It not only cures colds and influenza, (grip) but counteracts any tendency toward pneumonia.

It contains no opium or other harmful substance and may be given to a baby as confidently as to an adult.

OBITUARY.

Military Funeral From the Drill Hall This Afternoon.

The funeral of the late Capt. D. O. F. Rochford, who died recently at Oakland, Cal., will take place this afternoon at 3 o'clock from the Drill hall. Deceased expressed a desire to be buried in British soil, and the Fifth Regiment will furnish a firing party and the band. Arrangements are being carried out by Major Phillips. Capt. Hall, commanding the Fifth Regiment, will supply a volunteer firing party, and Major Gordon, with the consent of Col. Grant, commander of the local Imperial forces, has kindly consented to provide a gun carriage and bearers, comprising a party

of six sergeants from the barracks. The funeral will leave the Drill hall at 3 o'clock. According to arrangements the procession will be headed by the firing party, carrying guns reversed. The gun carriage will follow, and then the mourners and followers. The Bishop of Columbia will conduct the religious services.

FAMILY QUARRELS.

"How many serious family quarrels, marriages out of spite and alterations of wills might have been prevented by a gentle dose of pills?" With the liver and kidneys sluggish, and torpid digestion is impaired and temper ruined. But Dr. Chase's Kidney-Liver Pills by invigorating the action of these organs ensure good digestion and sound health.—One pill a dose, 25 cents a box.

IMPERIAL BANK OF CANADA

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RESERVE 2,655,284

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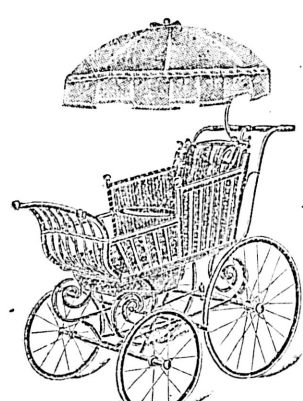
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DRAFTS SOLD available to all points in Canada, United States and Europe. **SAVINGS BANK DEPARTMENT—**Deposits received and interest allowed at current rates. Municipal and other debentures purchased. Letters of Credit issued negotiable at Branches of STANDARD BANK OF SOUTH AFRICA, LTD., in Transvaal, Cape Colony, Natal, Rhodesia. **Victoria Branch, Corner Government and Broughton Streets.** J. S. GIBB, Manager.

THE FAMOUS WHITNEY GO-CARTS AND BABY CARRIAGES AT WEILER BROS. GIVE THE CHILDREN A "SUN BATH."



No. 311 Carriage—Price \$16
Body—Oak, Varished.
UPHOLSTERING—Extracted Velvet Cushions.
PARASOL—No. 3 B.
GEAR—All Steel, Rubber Tire Wheels, Whitney Patent Anti-Friction Wheel Fastener, Whitney Patent Foot Brake, Enamel Finish. Colors, Oak, Green or Maroon. Also with Canopy Top and Curtains, Etc.



Reclining Go-Cart No. E 26, C. & P. Price \$22
BODY—Oak, Varished.
Gear—All Steel, Rubber Tire Wheels, Whitney Patent Anti-Friction Wheel Fastener, Whitney Patent Foot Brake, Enamel Finish. Colors, Oak or Green.



Reclining Go-Cart, No. E 17, C. & P. Price \$19
BODY—Oak, Varished.
Gear—All Steel, Rubber Tire Wheels, Whitney Patent Anti-Friction Wheel Fastener, Whitney Patent Foot Brake, Enamel Finish. Colors, Oak, Green or Maroon.



Reclining Go-Cart, NO. E 13, C. & P. Price \$17
BODY—Oak, Varished.
Gear—All Steel, Rubber Tire Wheels, Whitney Patent Anti-Friction Wheel Fastener, Whitney Patent Foot Brake, Enamel Finish. Colors, Oak, Green or Maroon.



No. 304 Carriage—Price \$15
BODY—Oak, Varished.
UPHOLSTERING—Grade No. 1.
PARASOL—No. 2 B.
Gear—All Steel, Rubber Tire Wheels, Whitney Patent Anti-Friction Wheel Fastener, Whitney Patent Foot Brake, Enamel Finish. Colors, Green or Maroon. Also with Canopy Top and Curtains, Etc.



Pullman Sleeper No. 347—Price \$15
BODY—Oak, Varished.
UPHOLSTERING—Grade No. 1 with Mattress Cushion.
PARASOL—No. 2 C. This cut illustrates No. A Lace Cover.
Gear—All Steel, Rubber Tire Wheels, Whitney Patent Anti-Friction Wheel Fastener Foot Brake, Enamel Finish. Colors, Green or Maroon.
The Pullman Sleeper is a combination of carriage and go-cart. The body is smaller than that of a carriage, size of base being 22x15 inches. It also has adjustable reclining back, and foot-well with sliding cover.



Reclining Go-Cart, No. E 9 C. & P. Price \$14
BODY—Oak, Varished.
Gear—All Steel, Rubber Tire Wheels, Whitney Patent Anti-Friction Wheel Fastener, Whitney Patent Foot Brake, Enamel Finish. Colors, Oak, Green or Maroon.

A Full Carload

Containing 240 Go-Carts and Carriages
Received by Weiler Bros.

For the Season of 1903.

WEILER BROS., - - VICTORIA.

NOTE --Out of Town Customers will be supplied with a Special Sheet of Illustrations upon application to us.

"The Whitney"
Go-Cart and Baby Carriage
Has taken the lead for "forty years."
There is no Equal to It.

Go-Cart, No. E 2—Price \$7.50
BODY—Oak, Varished.
Gear—Steel Wheels, Rubber Tires, Whitney Patent Anti-Friction Wheel Fastener, Scroll Springs, Foot Brake, Enamel Finish. Colors, Oak, Green or Maroon.

Reclining Go-Cart, No. 30 C. & P. Price \$22.50
BODY—Oak, Varished.
Gear—All Steel, Rubber Tire Wheels, Whitney Patent Anti-Friction Wheel Fastener, Whitney Patent Foot Brake, Enamel Finish. Colors, Green or Maroon.

Choice Residential Site

On Cadboro Bay Road, at the corner of Belmont Avenue, consisting of over 2½ acres. For sale at a very low figure.

PEMBERTON & SON, 45 Fort Street

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I am instructed to sell without reserve at salerooms, 77-79 Douglas street.

FRIDAY, 27th., 2 p. m.

DESIRABLE FURNITURE and Effects

Particulars tomorrow.

W. T. HARDAKER, AUCTIONEER

MORTGAGE SALE.

Under and by virtue of the powers contained in a certain mortgage which will be produced at the time of sale, there will be offered for sale by Public Auction by

W. T. HARDAKER, Auctioneer,

At Hardaker's Auction Rooms, No. 77 Douglas Street.

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Kaga Maru Has Good Weather

Brings a General Cargo Including Tea, Matting and Silk.

Ship Bankleigh Arrives From Liverpool-Bark Alsterlinie Is Floated.

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I am instructed by Miss Devereux to sell by PUBLIC AUCTION at her two-story residence, on Vancouver street, on

March 3rd

AT 2 P. M.

Valuable Furniture and Furnishings

In Oak, Walnut and Ash.

Particulars later. See Colonist and Times

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(Times copy.)

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Broad St., Between Johnson and Pandora.

Furniture and Household Effects purchased for cash. Consignments solicited and goods sold at Auction or privately on commission. Sales arranged for and conducted at private residences. Art Squares and Rugs for sale privately.

Under instructions I will sell at 2 p. m. TUESDAY, FEB. 24th at my Mart, 68 Broad street.

Household Furniture

Piano by M. Bord, Paris; Capital Domestic S. Machine; Harmonium; Pictures; Antique Hall Stand; Ladies' and Gent's Bicycles; Tables; Chairs; Double and 3 Beds; Box, Wire and Hair Mattresses; Cupboard; 2 Stair Pail; Guitars; Zither; Sample Carpets; Cook Stoves; Utensils; Clocks; Heaters; Step Ladder.

Also a quantity of New Cutlery; Angora Milk Goat, etc., etc.

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125 FORT STREET

DESIRED

Furniture and Effects.

Bedroom Suite; Bed Lounge; Bedsteads; Box and Wire Mattresses; Carpets; Pillows; Marble Top and other Tables; Slender and Hand Sewing Machines; Oak Rocker; Dining Room Chairs; 7 ft. 6 in. 7 ft. 6 in. Range; Pictures; Mirrors; Harness; Go-Cart; Bicycles; English Pipe; and a quantity of Tools; Cooking Utensils, etc.

W. G. EDEN, Auctioneer.

TROUBLE IN SOUTH CHINA

Revolutionary Movement Growing in Kwangsi—Rebels Arrested in Hongkong.

The revolutionary movement in South China is growing more serious, according to advices received today by the Kaga Maru. The Kwangsi rebels have defeated the battalions sent to the Hunan frontier and crossed into that province, where they were joined in pillaging frontier towns by numbers of Kolan Hui.

Advices from Hongkong tell of a threatened attack on Canton. Serious developments of a revolutionary character have taken place there. The Hongkong government, acting on information received from the Chinese government, arrested eight Chinese in a raid on the rebel junta in Hongkong—the leaders escaped to place. The rebels have been charged with being engaged in fitting out a military expedition to proceed against the dominions of a friendly state—the Empire of China. The rebel junta was within a stone's throw of the police headquarters at Hongkong. The police found papers which showed that an attack on Canton was being planned, uniforms, arms and banners were also found. The rebels had also planned the murder of one of the chief mandarins of Canton. Several influential Chinese at Hongkong were connected with the movement.

Advices were received from Chengtu that the rebels of Szechuan, lead by Boxers, have succeeded in making their way into Yunnan.

ONLY A SLIGHT COLD.

Yet It May Lead to Consumption and an Early Grave.

If your blood is poor or watery, a touch of cold or influenza will settle in your lungs, and the slight cough of today may turn to the racking consumptive cough of tomorrow.

Weak lungs are caused by weak blood; weak blood is an open invitation for consumption to lay upon you the hand of death.

Stop that cough by enriching your blood and strengthening your lungs with Dr. Williams' Pink Pills. They make new, rich, red blood. They add resisting power to the lungs. They have saved hundreds from a consumptive's grave. Here is a positive proof that Dr. Williams' Pink Pills will cure where other medicines fail. Miss Katie Henry, Charlotte town, P. E. I., says:—"Some months ago I got caught in a rain storm, and the wetting was followed by a cold. At first I paid but little attention to it, but as the cold continued to me and finally developed into a hacking cough, I became alarmed and consulted a doctor, who gave me a bottle of medicine. Unfortunately, it did not help me, and I began to grow pale, lost in weight and my appetite completely left me. I was now regularly under the care of the doctor, who told me my lungs were affected, and that I was threatened with consumption. The doctor's treatment did not seem to benefit me in the least. I steadily grew weaker, and finally was compelled to remain in bed. At this time a friend urged me to try Dr. Williams' Pink Pills, and even brought me three boxes of them. I finally consented to take them. I have reason now to bless my friend's persistence, because I felt better before all the pills were gone, and I gladly continued the treatment, and was soon able to be out of bed and take a walk each day. I am now in the best of health, and weigh ten pounds more than I did before I took sick. I feel that I owe my life to Dr. Williams' Pink Pills, and hope my experience will benefit some other sufferer.

All diseases which come from poor blood or weak nerves can be driven from the system by the use of Dr. Williams' Pink Pills, which may be had from any dealer in medicine, or will be sent post paid at 50c. per box, or six boxes for \$2.50, by writing direct to the Dr. Williams' Medicine Co., Brockville, Ont. Remember that substitutes and imitations are sold as "just as good" do not cure.

WERE STARVING.

Victoria-bound Schooner Reaches Honolulu in Distress.

The schooner Forest Home, which is bringing sulphur from Japan for the Victoria Chemical Works, and which, as was reported, put into Honolulu in distress, was also short of food, according to advices received in yesterday's mails from the islands. Her captain and crew were on the verge of starvation, when she put into Honolulu on February 14, having been driven clear across the Pacific by hurricanes and gales.

Since December 17 the vessel has been buffeted by gales or darkened by the horrors of starvation. On December 17 the schooner left Hakodate for Yokohama with a cargo of 1,100 tons of sulphur, and a crew of 24 men, and was at Yokohama for San Francisco and

Victoria. The voyage is ordinarily one of a week, Hakodate being the principal city on the island ofezo, and Yokohama on the mainland of Nippon.

Three days out from Hakodate the schooner encountered heavy Westerly and Northwesterly gales, which carried her out of her course, and continued with scarcely any cessation for 20 days. The vessel was carried miles to the Eastward of her destination, but by January 7 Capt. Everson, her master, had beaten his way back against the gales to within fourteen miles of the Yokohama harbor.

Here the gales broke over him afresh, carried most of his sails away, and drove the vessel 200 miles to the Eastward. The gales continuing fresh, Capt. Everson, despondent of making head against them with his now crippled vessel, and with provisions running short, he therefore determined to go with the gales and make for Honolulu.

Provisions were so short that all hands were put on short allowance. A cup of rice and a biscuit was the allowance at first, but soon the biscuits ran out and the rice was decreased in quantity. The crew was experienced, and to the hardships of an insubstantial diet were added the hardships of continuous working of the ship. Yesterday the last few grains of rice aboard the schooner were eaten and the crew absolutely no food aboard and the men in a starving condition.

A FRIGHT RATE.

Transportation Companies Make Agreement for Next Season's Trade.

After a series of meetings held daily since Thursday of last week, at times from 10 a. m. to 10 p. m., the Canadian Pacific Navigation Co., the Pacific Coast Steamship Co., the Alaska Steamship Co. and the White Pass & Yukon Railroad Co. have practically agreed upon a freight tariff for the season of 1903.

A few minor details are to be arranged, but the agreement as to the general terms, the proportion to the water lines, sea and river, and the railroad, has been reached, and the principal participants in the conference have dispensed.

Those participating were J. P. Lawless, manager of the Pacific Coast Steamship Co.; R. B. Newell, vice-president of the Alaska Steamship Co.; Charles W. Miller, general agent of the Pacific Coast Steamship Co.; B. W. Greer and E. J. Coyle, general freight agent, and assistant general passenger agent, respectively, of the Canadian Pacific Navigation Co. The latter corporation operates the British and Canadian steamers plying between Vancouver and Victoria and Lynn Canal. Newell speaks not alone for the White Pass & Yukon railway, but the line of steamers it is operating between British Columbia and Dawson, in conjunction with the railroad.

The meetings held had no bearing on passenger rates, which will continue under the present tariff schedule. They had to do with the freight charges, while an understanding was arrived at as to the share of the charge for freight hauling to be given the various companies handling freight with a British Columbia destination. The parties to the contract decline to divulge the details at this time. These will be made known between now and the opening of navigation on the Yukon.

FOR THE ORIENT.

Two Liners Sailed Outbound Yesterday With Heavy Cargoes.

There were three Oriental liners in port yesterday. The steamer Kaga Maru arrived yesterday morning from Japan and China, and last night the steamer Tosa Maru, of the N. Y. K. line, and the steamer Empress of China, of the P. & O. line, sailed for the Far East. The cargo of the Tosa Maru was valued at three-quarters of a million dollars. The goods go to the principal ports of Japan and China. The cargo of the Empress of China, valued at \$250,000, consisted of cotton, silk, tea, and other goods.

The Tosa had 75 passengers, mainly Japanese and Chinese, though, including eight or ten United States missionaries bound for the interior of China. The Empress of China was late in reaching port—having been delayed at Vancouver to await the mails. It was about midnight before she arrived and she did not sail until early this morning.

WORLD'S SHIPBUILDING.

During the Year 1902, 2,333 Vessels Were Launched.

The returns of shipbuilding that are available for the year 1902 prove that although it has been a busy season for the world's shipbuilders, the output does not reach in total output the figures of the year preceding. During 1902, 2,333 vessels of a total tonnage of 2,639,000 tons were launched, whereas in 1901, 2,492 vessels of 2,743,000 tons were launched, an increase in the number of vessels, but a decrease in the total tonnage of 61,000 tons. As usual, considerably more than half, in fact 60 per cent, of the world's output was built in British shipyards, from which, during the year, was launched a total of 1,398 vessels of 1,619,000 tons. Next to Great Britain came the United States, which launched 400 vessels of 450,000 tons. There were launched in the U. S. in 1902, 162 vessels of 215,000 tons, which is a decrease of 10,000 tons compared with the previous year. Germany launched 250 vessels of 272,000 tons, an increase during the year of 6,000 tons.

The prosperity of the shipbuilding trade has been practically world-wide, the tonnage launched in France having risen from 100,000 tons in 1901 to 102,000 tons in 1902. Italy, Japan and Holland all show a considerable increase. There is not much to be said regarding the character of the ships that were built, for there have been no radical changes either in form of hull or in motive power. Perhaps the most interesting feature of the statistics is the increase in the number of sailing ships, the proportion of sailing to steam tonnage built in British yards having risen from 2.2 per cent, in 1900 to 3.9 per cent, in 1901 and 5.6 per cent, in 1902. Unquestionably the most interesting sailing ship of the year was the seven-masted schooner Thomas W. Lawson. The most interesting steamship of the year was the new North German Lloyd liner Wilhelm II., of 25,000 tons displacement and 24 knots speed.

MARINE NOTES.

There are six coal ships on route and 23 on the berth at Newcastle for San Francisco.

The report circulated some days ago that Capt. J. Gosse would build a tug for general towing is without foundation. Capt. Gosse said yesterday that he and several others were considering the project of building a tug, already having the machinery secured from the missionary steamer Glad Tidings, the hull of which was wrecked and abandoned.

The Dominion Government fisheries protection steamer Kestrel made her trial trip of 70 miles at Vancouver, finally holding the speed of 12 knots an hour called for in the contract. The Kestrel was under the direction of Captain Gaudin. Mr. J. A. Wallace, the

G. H. MUMM'S EXTRA DRY The Great Leader

At all hotels, clubs, bars and refreshment places in the city. All wine and liquor dealers have Mumm's—the BEST Champagne in the world.

PITHER & LEISER Direct Importers, Victoria and Vancouver

builder, gave a banquet in the evening to commemorate the event.

MAINE MOVEMENTS.

Seattle—Feb. 23, sailed str Edith for San Francisco, str Senator for San Francisco, str City of Seattle for Seattle; str Wm. Nottingham for Port Blakely.

Astoria—Sailed, Feb. 19, str John A. Campbell for Tacoma.

Tatoosh—Outward, str Sh. Golgate, from Tacoma for Tatoosh; str Wm. Nottingham for Port Townsend.

Port Blakely—Arrived, Feb. 23, str Wm. Nottingham from San Francisco.

Tacoma—Arrived, Feb. 23, str W. F. Witzman from San Francisco.

San Francisco—Arrived, str Ivy from Coast bay.

Humburg—Arrived, str Denderah from Tacoma for San Francisco via London.

Honolulu—Sailed, Feb. 20, str Pacific, from Aberdeen for Australia. Arrived, Feb. 21, str Centralia from San Francisco for Aberdeen; str Chisholm from San Francisco for Aberdeen; str R. Somers from San Francisco for Cosmopolis; str W. F. Jewell from San Francisco for Aberdeen; str Wm. Nottingham from San Francisco for Aberdeen; str Metha Nelson from San Francisco for Honolulu.

Portland—Arrived, Feb. 23, str Allan from San Francisco; str Wm. Nottingham from San Francisco; str John A. Nelson from San Francisco.

Nanaimo Is Yet Determined Will Not Admit That Coal City Is Opposed to Island Railway.

Citizens to Hold Another Meeting to Repudiate Socialists Attitude.

The citizens of Nanaimo, than whom none other among the residents of Vancouver Island have spent more time and money furtherance of the project to extend the railway to the North end of the island, are much disappointed at the outcome of the recent railway meeting in the Coal City, and are determined to take further action to place on record their willingness to cooperate towards the consummation of the scheme to every extent in their power. As outlining this intent on the part of the people of Nanaimo, the Free Press of Monday evening says editorially:

"The public meeting of last Thursday evening divided not upon the question of the route which the proposed railway should take so much as upon the matter of the franchise and grants. The proposal of the Board of Trade involved supporting a movement to obtain construction of the road to the North by a private company aided from the public purse that was not to be granted a road to Alberni built by government ownership, and the fact is quite lost sight of that even if government ownership was desirable, it was impracticable at present, while a point to Alberni, the route which was proposed is out of the question. A government might build a line which climbed and descended a height of 3,000 feet in fifty miles, but certainly no company which expected to make it pay would dream of such an absurdity."

"Victoria and other centres are asking for that which they stand some chance of getting. Nanaimo is crying for the road, and is asking for the franchise and grants. It is very likely to lose her opportunity of bringing such pressure to bear in the proper quarter as will ensure that her rights are not completely disregarded. That many citizens have strong objections to the further granting of subsidies to railway companies we fully believe, that more than a prejudiced minority are prepared to refuse such benefits as the city may obtain under the present system, and are against the system, we utterly disbelieve."

"We are glad that a movement is on foot to give the people of Nanaimo another opportunity of passing judgment upon this matter. We suggest to the promoters that they should be prepared to offer to be so framed that it will be impossible for anyone to be compelled to vote against one part of a motion which he favors in order to defeat that to which he is opposed. The main point, we take it, is that whatever road is built, Nanaimo must be on the main line. This, the point upon which practically everybody is agreed, being settled, the question of route is the next one to be considered, and as the matter of building the line by government or by private company, can then be threshed out, and a decision really in accordance with public opinion reached."

"It would be an advantage, we think, if the Board of Trade were to draft a series of resolutions as we have indicated, and publish them beforehand, so that they might be thoroughly understood by every citizen before the meeting convened, and also be discussed in the press. Persons wishing to propose other resolutions might also be requested to hand them in to the Mayor by a certain advertised date. It would also be published with the result that those who attended the meeting would be fully informed as to the action it was proposed to take, and could govern themselves accordingly."

The committee in Victoria, which has in hand the matter of collecting data bearing upon the success of the enterprise and general information respecting the best routes, is making good progress with that task, and is also working out valuable information has been secured from prospectors and others who know the country well, and this will be laid before a meeting of the general committee which is to be summoned shortly. The idea that a convention should be held at Victoria at an early date, to hear the views of representatives from every portion of the island, has been taken hold of in a business-like fashion, and the meeting of the general committee plan will be unfolded for the holding of such a convention."

Count Switzer—"Walter, I can't eat that ham. Where did you get it?—it's a rump roast." Walter—"Oh, yes, it is. I had a chicken in stock long before rump roast was ever invented."—Judge

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